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are built in a thoroughly modern and completely equipped factory.

best materials only, and has the best facilities for manu-

facturing automobiles. More than \$300,000 worth of modern machinery has been installed in the Chalmers factory since January 1, 1910. The plant occupies a site of over 30 acres, and has 750,000 square feet of manufacturing floor space.

Let us show you the 1911 Chalmers cars and tell you

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor creases and discoloration, characteristic of old paper. The left edge of the page is bound, and the overall tone is a warm, off-white or light beige.

Gordon Motor Co

Incorporated
"Cars of Character"
 Richmond, - Virginia

SAILOR TO PILOT
WELL MAN AIRSH

Junior Officer Simons,
Oceanic, Gets Leave of Ab-
sence for Flight.

New York, September 6.—Follow-
ing an interchange of cablegrams betw-

division, and the Clima, owned by Guy Lowell in the second division. The Bedelet now has two victories to her credit, and the Clima, Toboggan II, Beaver and Peg have one each.

Bruce Ismay, president of the International Mercantile Marine Company, who is in Liverpool, and Mr. Simons, a junior officer of the White Star Line steamship Oceanic, lying at West Twenty-second Street, it was announced that Simons would be navigator of the Walter Wellman ship on its projected voyage via the north Atlantic.

Simons, who is young and unmarried, has followed the sea for several years. During most of this period he has been in touch with the gale wind situation in all seasons of the year, and he heartily agrees with Mr. Wellman that an airship voyage to Scotland, England, or France is wholly practicable.

the airship for several months, and as spent the present summer studying carefully all that a navigator should know of the problems of gliding safely across in the air. On Saturday he went to see Mr. Wellnau at Atlantic City, and on his return visited the Liverpool office of the White Star Line, which is part of the Mercantile Marine Company, asking for a leave of absence, to begin

President Ismay replied that the company wished him well, and would surmount any objections. The message caused general rejoicing about the Oceanic, and was the theme of considerable discussion, in which Commander Haddock and Chief Officer Smithers took part. Both agreed that the Oceanic's current offered no insurmountable difficulties.

Mr. Simons said that all the winds which a dirigible would be likely to encounter blow in March through the later spring months. In the fall, he said, the winds are from the west, and blow steadily, or veer to the northwest and southwest, which would have little effect on the journey's success.

people fear the winds on account of their cyclonic character, and it is true that there is more or less of a wind motion to some of the Atlantic currents. But I never heard of a north-west wind doubling back into the northwest, although I have heard of a northwester swinging northwesterward. "The fact is that the winds blow so softly in the fall, for the most part, that their reverse action on the southwest is dissipated. It would be

re occurrence indeed for an air-
to encounter a back draught, as
ere, and be blown out of its course.
"A veering of the tail wind to
southwest would make it best for
a fellowman to head for the coast
Scotland, while a straight-ahead w
ould bring him out in Ireland w
ut much of a fight, and a northw
ind would terminate his trip
rance.
"He carries plenty of gasoline

get anything less than a gale if it has good luck with his motor, and stabilizer, to operate on the way. It will keep his flight at a uniform height."

The Wellman craft is almost ready for its trial flight out from Atlantic City. It is hoped to have it completed by the end of this week, and the going is good aloft it will start out on the first favorable day for the Irish coast.

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FOR FLETCHER'S
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RICHMOND
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